

Amendments to the Claims:

Claims 1, 10 and 11 are cancelled and claims 2 and 4 to 7 are amended as set forth hereinafter.

Listing of Claims:

This listing of claims will replace all prior versions, and listings, of claims in the application.

1. (Cancelled).

2. (Currently Amended) A closed level control system for a vehicle having a vehicle body, vehicle axles and pressurized medium chambers with which the vehicle body is suspended relative to corresponding ones of said vehicle axles, the closed level control system comprising:

pressurized medium supply vessel means having first and second pressurized medium spaces for holding a medium under pressure as a pressurized medium;

said first and second pressurized medium spaces having no direct connection therebetween;

a compressor for transferring said pressurized medium between said pressurized medium supply vessel means and said pressurized medium chambers;

said compressor having an input and an output;

first and second controllable directional valves and each one of said valves having at least two switching states

comprising a first and a second switching state; and,

20 said first controllable directional valve being switchable
to connect either said first pressurized medium space or said
second pressurized medium space to said compressor input or to
said compressor output so that pressurized medium from said
pressurized medium chambers can be transferred into said first
pressurized medium space or into said second pressurized medium
space or pressurized medium from said first pressurized medium
25 space or from said second pressurized medium space can be
transferred to said pressurized medium chambers,

wherein said pressurized medium is pressurized air and said
system further ~~comprising~~ comprises:

30 a first pressurized air line connecting said first
controllable directional valve to said input of said compressor;

a second pressurized air line connecting said output of said
compressor to said second controllable directional valve;

a third pressurized air line connecting said input of said
compressor to said second controllable directional valve;

35 a fourth pressurized air line connecting said output of said
compressor to said first controllable directional valve;

said pressurized medium chambers being connected to said
second controllable directional valve;

40 said first pressurized air line being switched through by
said first controllable directional valve in a said first
switching state and said second pressurized air line being
switched through by said second controllable directional valve in
a said first switching state and said fourth pressurized air line
being blocked by said first controllable directional valve in

45 said first switching state and said third pressurized air line being blocked by said second controllable directional valve in said first switching state when pressurized air is transferred from one of said first and second pressurized medium spaces into one of said pressurized medium chambers;

50 said third pressurized medium air line being switched through by said second controllable directional valve in a second switch switching state and said first pressurized air line being switched through by said first controllable directional valve in a second switching state and said first pressurized air line
55 being blocked by said first controllable directional valve and said second pressurized air line being blocked by said second controllable directional valve in a second switching state wherein pressurized air is transferred from one of said pressurized medium chambers into one of said first and second
60 pressurized medium spaces;

a third controllable directional valve interposed between said first controllable directional valve and said pressurized medium spaces and said third controllable directional valve likewise having at least two switching states comprising a first
65 and a second switching state;

said third controllable directional valve being switched into [[a]] said first switching state to provide a connection from said first controllable direction valve to said first pressurized medium space and to block a connection to said second
70 pressurized medium space; and,

said third controllable directional valve being switched into a said second switching state to provide a connection from

75 said first controllable directional valve to said second
pressurized medium space and to block a connection to said first
pressurized medium space.

3. (Original) The closed level control system of claim 2,
wherein said first pressurized air line and said third
pressurized air line conjointly define a common connecting point;
and, wherein said closed level control system further comprises:

5 a first check valve mounted in said first pressurized air
line between said common connecting point and said first
controllable directional valve and said first check valve being
disposed so as to be open toward said input of said compressor;
and,

10 a second check valve mounted in said third pressurized air
line between said common connecting point and said second
controllable directional valve and said second check valve being
open toward said input of said compressor.

4. (Currently Amended) The closed level control system of
~~claim 1~~ claim 2, wherein said first and second pressurized medium
spaces of said pressurized medium supply vessel means are
separate first and second pressurized medium supply vessels.

5. (Currently Amended) The closed level control system of
~~claim 1~~ claim 2, wherein said first and second pressurized medium
spaces have different pressure levels.

6. (Currently Amended) The closed level control system of

~~claim 1~~ claim 2, wherein the pressure in at least one of said first and second pressurized medium spaces is greater than the maximum actual compression end pressure of said compressor.

7. (Currently Amended) The closed level control system of ~~claim 1~~ claim 2, further comprising an additional air line connected into a pressurized air line of said system to facilitate control of an external apparatus utilizing the pressure in at least one of said first and second pressurized medium spaces; and, the residual pressure in the other one of said pressurized medium spaces being available to execute a level change of said level control system directly after an external control operations.

8. (Original) The closed level control system of claim 7, wherein said external apparatus is a tire inflating device.

9. (Original) The closed level control system of claim 2, further comprising:

an air dryer mounted in said fourth pressurized air line;
an intake valve switchable between a base position wherein no throughflow is permitted and a switched position wherein throughflow is permitted;

an intake line ending at said intake valve and connecting said input of said compressor to the atmosphere when said intake valve is in said switched position;

a discharge valve switchable between a base position wherein no throughflow is permitted and a switched position wherein

throughflow is permitted;

15 a discharge line branching off from said fourth pressurized
air line at a branch point between said output of said compressor
and said air dryer and ending at said discharge valve; and,

said pressurized medium supply vessel means being
connectable to the atmosphere via said air dryer and said
discharge line when said discharge valve is in said switched
position.

Claims 10 and 11 (Cancelled).